

1888.

THIRTY-FOURTH ANNUAL REPORT

OF THE

BOARD OF DIRECTORS

OF THE

Lehigh Valley Railroad Company

TO THE

STOCKHOLDERS.

JANUARY 15th, 1889.

PHILADELPHIA.

ALLEN, LANE & SCOTT'S PRINTING HOUSE,

NO. 27-29 S. SOUTH FIFTH STREET

1889.



1888.

THIRTY-FOURTH ANNUAL REPORT

OF THE

BOARD OF DIRECTORS

OF THE

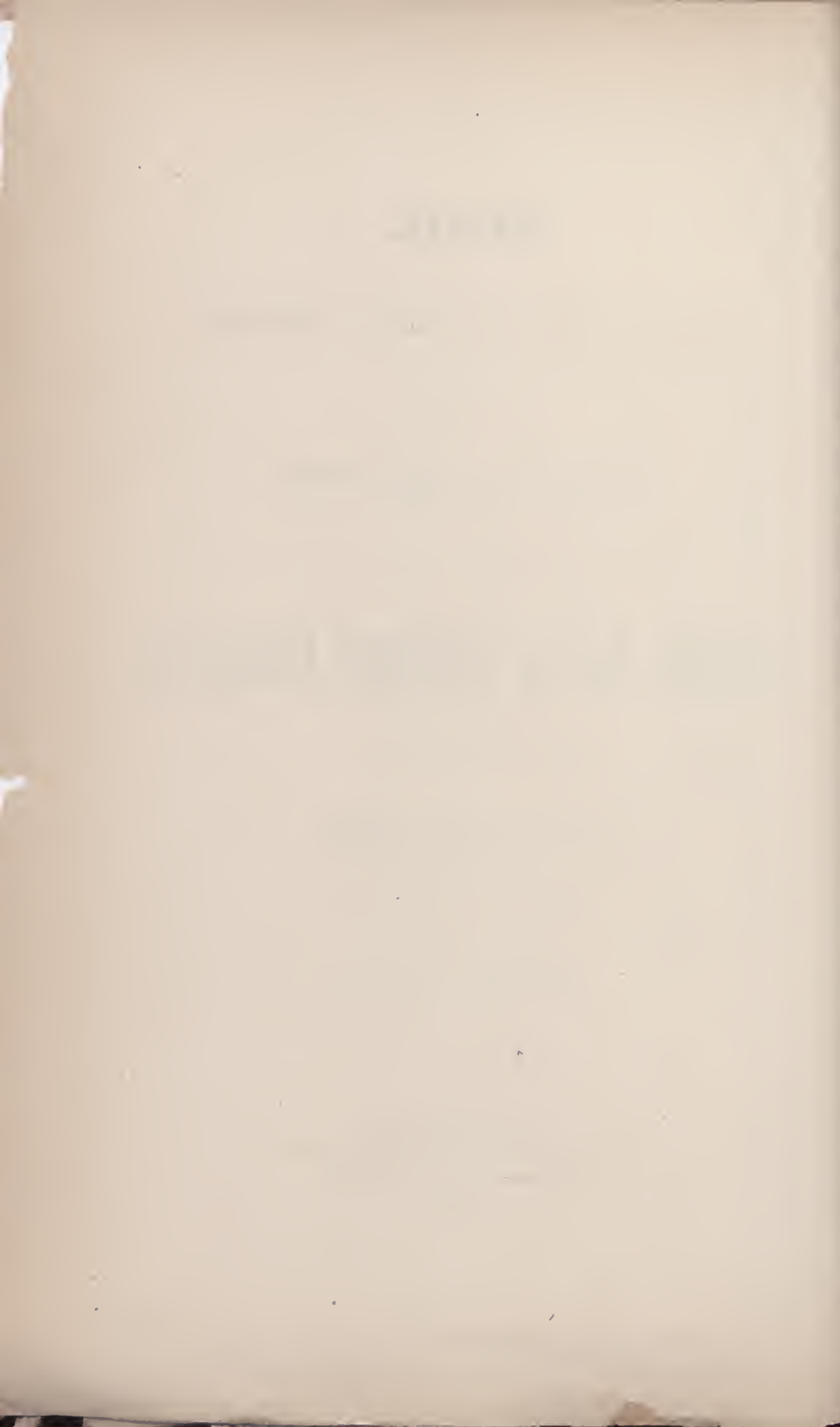
Lehigh Valley Railroad Company

TO THE

STOCKHOLDERS.

JANUARY 15th, 1889.

PHILADELPHIA :
ALLEN, LANE & SCOTT'S PRINTING HOUSE,
Nos. 229-231-233 SOUTH FIFTH STREET.
1889.



OFFICERS
OF THE
Lehigh Valley Railroad Company.

JANUARY 15TH, 1889.

PRESIDENT,
ELISHA P. WILBUR.

VICE-PRESIDENT,
CHARLES HARTSHORNE.

SECOND VICE-PRESIDENT,
ROBERT H. SAYRE.

THIRD VICE-PRESIDENT,
JOHN B. GARRETT.

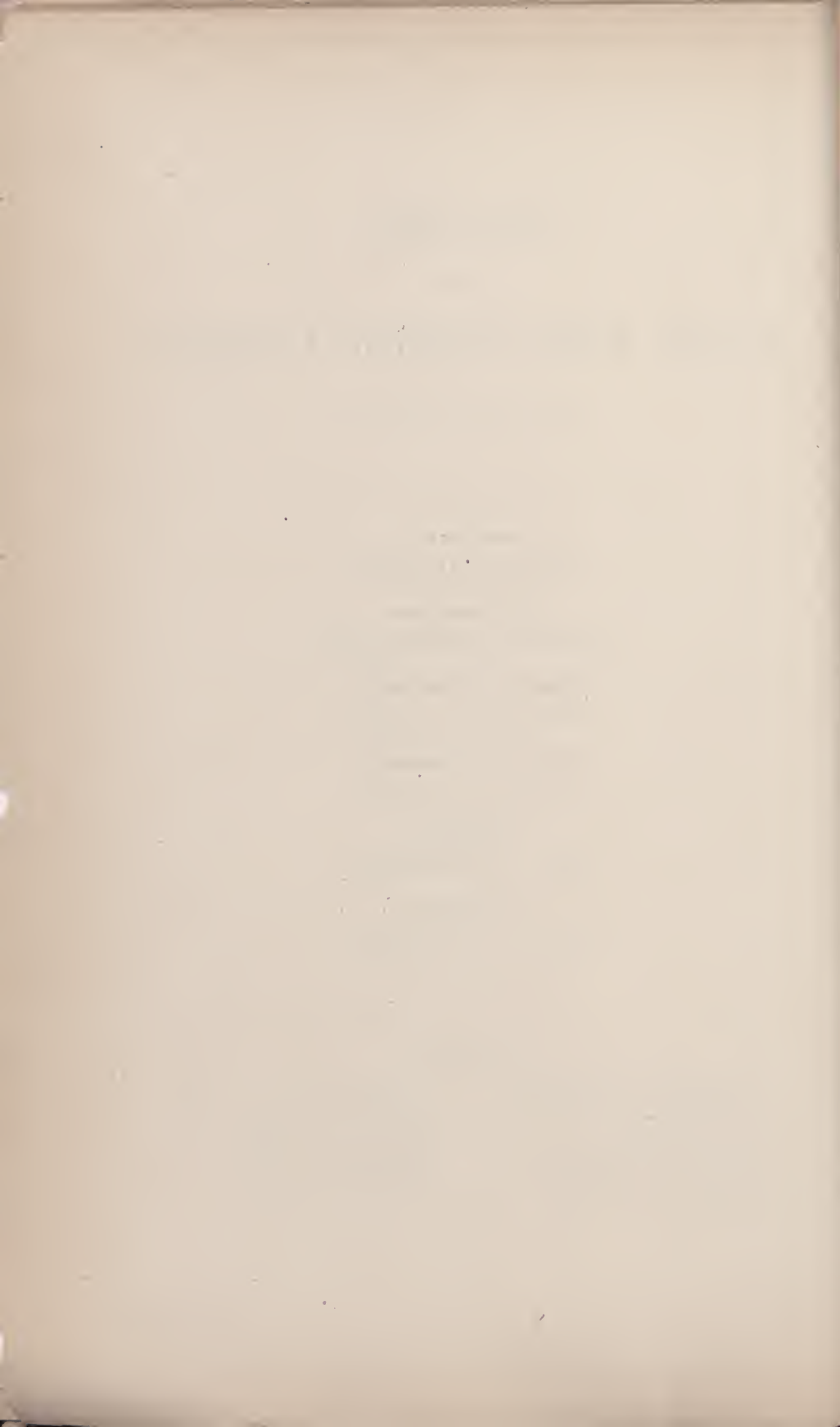
TREASURER,
WM. C. ALDERSON.

SECRETARY,
JOHN R. FANSHAW.

DIRECTORS:

CHARLES HARTSHORNE,
WILLIAM L. CONYNGHAM,
ARIO PARDEE,
WILLIAM A. INGHAM,
ROBERT H. SAYRE,
JAMES I. BLAKSLEE,

JOHN R. FELL,
ROBERT A. LAMBERTON,
JOHN B. GARRETT,
CHARLES O. SKEER,
WILLIAM BROCKIE,
CALVIN PARDEE.



ANNUAL REPORT

OF THE

Lehigh Valley Railroad Company.

JANUARY 8th, 1889.

The total coal tonnage for the fiscal year ending November 30th, 1888, was as follows:—

| | |
|----------------------|-----------------|
| Anthracite | 7,950,447 tons. |
| Bituminous | 74,887 tons. |
| Total | 8,025,334 tons. |

Being an increase of 1,141,377 tons over the tonnage of 1887, and exceeding that of any previous year. The strike existing at the close of the previous fiscal year continued until March 12th last, so that the above coal tonnage was secured notwithstanding three and a half months of idleness in two of our important anthracite regions. Including coal carried north of Lackawanna and Bloomsburg Junction, not reported above, there has been transported during the past year over our entire system, without duplication of tonnage, a total of 8,620,113.19 tons. Under the lease of the

Pennsylvania and New York Canal and Railroad Company hereafter referred to, the tonnage of that road will be included in the reports of this Company, from December 1st last.

| | |
|---|-----------------------|
| Our income from all sources, including interest received from investments, &c., amounted to | \$12,353,739 29 |
| Operating expenses of the road | 7,128,234 73 |
| Leaving | <u>\$5,225,504 56</u> |

Against which there has been charged:—

| | |
|--|---------------------|
| Interest on bonds (including interest on guaranteed bonds and stocks) | \$2,081,284 66 |
| DIVIDENDS:—On preferred and common stocks | 1,890,876 23 |
| General expenses, interest on floating debt, Pennsylvania and New Jersey State taxes, loss on Morris Canal, estimated depreciations, &c. | 967,873 54 |
| | <u>4,940,034 43</u> |
| Leaving | <u>\$285,470 13</u> |

to be carried to the credit of the Profit and Loss account.

Our capital account at the close of the fiscal year stood as follows:—

| | |
|--|---------------------|
| Preferred stock | \$106,300 |
| Common stock (including scrip not yet converted) | 39,601,250 |
| | <u>\$39,707,550</u> |
| First mortgage, six per cent. bonds, due in 1898 (coupon and registered) | 5,000,000 |
| Second mortgage, seven per cent. bonds, due in 1910 (registered). | 6,000,000 |
| Consolidated mortgage, six per cent. bonds, due (except sterling and annuity bonds), in 1923:— | |
| Sterling | \$2,904,000 |
| Coupon | 1,725,000 |
| Registered | 8,060,000 |
| Annuity | 1,355,000 |
| | <u>14,044,000</u> |
| Floating debt, less cash on hand | none. |
| | <u>\$64,751,550</u> |

To this may be added the following obligations guaranteed by this Company, the interest and dividends upon which are included in the above statement :—

| | | |
|--|-------------|--------------------|
| Easton and Amboy Railroad Company, five per cent. bonds, due in 1920 | \$6,000,000 | |
| Morris Canal and Banking Company :— | | |
| Preferred stock, ten per cent. | \$1,175,000 | |
| Consolidated stock, four per cent. | 1,025,000 | |
| Seven per cent. preferred dividend scrip, due February 1st, 1889 | 73,500 | |
| | | 2,273,500 |
| | | <u>\$8,273,500</u> |

Two hundred and twenty-six of the sterling bonds were drawn, payable December 1st, 1888, leaving \$2,678,000 bearing interest from that date.

In order to provide sufficient funds to make various necessary improvements and extensions, it was decided in March last to offer to the stockholders the privilege of taking new stock at par, to an amount equal to twenty per cent. of their holdings, payable either in full or by installments. This privilege was embraced by almost all of the stockholders, the subscription amounting to 130,531 shares, leaving but 4324 shares untaken, being mostly those assigned to estates whose representatives felt uncertain of their right to subscribe.

A serious accident to an excursion train occurred at Mud Run, on the main line of our road, on the evening of October 10th. A rigorous and searching examination, both by the Company and by the Coroner of the county, fails to disclose any want of proper care and vigilance on the part of the officers under whose directions the excursion was arranged. An amicable settlement of most of the claims for loss of life or personal injury has been made. All payments on this account have been included in the expenses of the year.

The Pennsylvania and New York Canal and Railroad Company's roads, which comprise that portion of our system between Lackawanna and Bloomsburg Junction and Waverly, N. Y., have heretofore been operated by that company. With the exception of a very few shares, the entire ownership of the stock is in

this Company. For convenience and economy, a lease of that property for a term of ninety-nine years, from December 1st last, has been made, and no separate report will hereafter be made of the operations of that Company.

For eleven years past we have been making advances to the Geneva, Ithaca and Sayre Railroad Company, to enable them to meet their deficiencies in revenue and to pay the interest on their bonds and floating debt. It has been considered injudicious to make any further advances, and that company has, therefore, been obliged to decline payment of the coupons on its mortgage bonds and on the divisional bonds of the Ithaca and Athens Railroad, falling due on the first day of the present month. The entire issue of these latter bonds is \$600,000, and they mature July 1st, 1890.

Our line of steamers on the lakes and our boat lines from our eastern termini have continued to prove satisfactory investments. The new steel steamer, of a carrying capacity of about 2500 tons, referred to in our last report, was brought into service on the lakes in June last, and we have now under contract, to be ready for business in the season of 1889, two additional steamers of like character and size.

In addition to 22 engines and over 2500 eight-wheel cars added to our equipment during the past year, 10 additional engines and 2000 coal gondolas, of sixty thousand pounds capacity, have been ordered and are now under construction.

The "Mountain Cut-off," extending from Fairview to our Pleasant Valley Branch, a distance of 16 miles, was completed in November, and freight and coal trains are now being run over it. The new line has effected a reduction of grades from 96 to 64 feet to the mile, and of over 6 miles in distance, as to traffic from points north of Lackawanna and Bloomsburg Junction and from mines west of the Susquehanna River to all points south and east of the Wilkesbarre Mountain, and completes the double track between Fairview and Pittston.

The Roselle and South Plainfield Railroad, ten miles in length, connecting our main line in New Jersey with the Central Railroad of New Jersey at Roselle, is also completed, and was opened to freight traffic December 17th last. Through this connection we render immediately available the Morris Canal Basin and

other property at Jersey City, where we are now making extensive improvements. One pier for transfer of cars to floats is nearly completed, and four others, each 550 feet long and 100 feet wide, with 100 feet width of water-way, are well advanced, one being already in use. Our plans contemplate the building of nine other piers, as business may require. Beside this, considerable dredging and a large amount of filling for tracks and yard room have been done and several miles of tracks have been laid. More than \$500,000 have already been expended on this work.

The length of lines embraced in the Lehigh Valley system, without including second track or sidings, is as follows:—

| | |
|--|------------------|
| Lehigh Valley Railroad | 382 miles. |
| Pennsylvania and New York Canal and Railroad, including leased lines | 180 “ |
| Geneva, Ithaca and Sayre Railroad | 116 “ |
| Southern Central Railroad of New York | 114 “ |
| Lehigh Valley Railway of New York | 12 “ |
| | <hr/> 804 miles. |

We also operate for our own business about 50 miles of the Pennsylvania Railroad Company's system; 15 miles of that of the New York Central and Hudson River Railroad Company; 188 miles of the New York, Lake Erie and Western Railroad; and 21 miles of the Central Railroad of New Jersey; making a total of 1078 miles covered by our trains. Hereafter the operations of all of our lines will be included in our annual reports.

During the year we lost by death, after a lingering illness, Mr. George B. Markle, who had been a Director of the Company since December 10th, 1872. In recognition of his long and faithful services, the Directors, at a meeting held September 11th, 1888, ordered that the following should be entered upon their minutes:—

“WHEREAS, We are again called on to mourn the loss of one of our number; therefore be it—

“*Resolved*, That by the death of George B. Markle, this Board is deprived of the services of one who, for many years, by his intelligence, business ability, and large experience in the coal and other interests affecting the welfare of this Company, was valuable as a counsellor and efficient as a colleague.

"*Resolved*, That to the family of our deceased friend and colleague we extend our hearty sympathies."

Mr. Calvin Pardee, of Philadelphia, was elected to fill the vacancy in the Board caused by the death of Mr. Markle.

There has been no other change during the year either in the Board or general officers of this Company.

The death of Mr. Frederic Mercur, General Superintendent of the Lehigh Valley Coal Company, was announced in our last report. Mr. W. A. Lathrop, who has been in the service of that company for several years, has been appointed to fill the vacancy.

For further information and details attention is called to the reports of the General Superintendent of this Company, of the President and of the General Superintendent of the Pennsylvania and New York Canal and Railroad Company, and of the General Superintendent of the Lehigh Valley Coal Company, herewith published.

By order of the Board.

E. P. WILBUR,
President.

ANNUAL REPORT
OF THE
GENERAL SUPERINTENDENT
OF THE
Lehigh Valley Railroad Company,
For the Fiscal Year ending November 30th, 1888.

SOUTH BETHLEHEM, PA., November 30th, 1888.

E. P. Wilbur, Esq., President.

DEAR SIR:—The following report of the operation of the Lehigh Valley Railroad for the fiscal year ending November 30th, 1888, is respectfully submitted:—

The total amount of anthracite coal transported over the main line and branches for the year was $7,950,447\frac{1}{100}$ tons, an increase, compared with the previous year, of $1,126,126\frac{9}{100}$ tons, or $16\frac{5}{100}$ per cent.

The coal was derived from the following sources:—

| REGIONS. | 1887. | 1888. | INCREASE AND DECREASE. |
|------------------------------|--------------|--------------|------------------------|
| Wyoming | 2,628,546.15 | 3,200,582.15 | 572,036.00 Inc. |
| Hazleton | 1,840,179.15 | 2,142,409.17 | 302,230.02 Inc. |
| Beaver Meadow | 751,345.12 | 761,467.10 | 10,121.18 Inc. |
| Mahanoy | 1,602,773.02 | 1,845,377.09 | 242,604.07 Inc. |
| East Penn Junction | 1,475.08 | 609.10 | 865.18 Dec. |
| Totals | 6,824,320.12 | 7,950,447.01 | 1,126,126.09 Inc. |

STATEMENT SHOWING AMOUNT OF COAL TRANSPORTED OVER LEHIGH VALLEY RAILROAD FOR YEAR ENDING NOVEMBER 30TH, 1888.

Compared with same time last year.

| POINTS OF DELIVERY. | 1887. | 1888. | Per-centage of total. | Increase and Decrease. | Per-centage Inc and Dec. |
|--|--------------|--------------|-----------------------|------------------------|--------------------------|
| Pa. & New York R. R. | 1,216,824.04 | 1,234,225.14 | 15.524 | 17,401.10 | 1.430 |
| Co.'s use at and above Mauch Chunk | 140,345.00 | 166,720.14 | 2.097 | 26,375.14 | 18.793 |
| Co.'s use east of Mauch Chunk | 168,985.11 | 181,998.10 | 2.289 | 13,012.19 | 7.701 |
| Local use at and above Mauch Chunk | 33,145.18 | 34,254.05 | .431 | 1,108.07 | 3.344 |
| Local use east of Mauch Chunk | 104,510.17 | 109,366.03 | 1.376 | 4,855.06 | 4.646 |
| Furnaces & Mfg. Cos. east of Mauch Ch'k | 852,833.07 | 677,626.10 | 8.523 | 175,206.17 | 20.544 |
| Morris Canal, Local, Port Delaware | 217,921.03 | 282,570.12 | 3.554 | 64,649.09 | 29.666 |
| Morris Canal, Tide, Port Delaware | 41,205.18 | 5,632.17 | .071 | 35,573.01 | 86.330 |
| New Jersey Division, Local | 31,080.07 | 37,311.12 | .469 | 6,231.05 | 20.050 |
| New Jersey Division, Tide | 1,670,237.16 | 2,009,731.04 | 25.278 | 339,493.08 | 20.326 |
| Del., Lack. & Western R. R., Lack. Junc. | 51,414.02 | 53,820.17 | .677 | 2,406.15 | 4.681 |
| Del., Lack. & Western R. R., Phillipsburg | 53,592.15 | 27,746.10 | .349 | 25,846.05 | 48.227 |
| Del. & Hud. Canal Co., Wilkesbarre | 447,376.06 | 756,739.14 | 9.518 | 309,363.08 | 69.151 |
| Penna. R. R., South Wilkesbarre | 80.08 | 80.08 | 0.001 | 0.00 | 100. |
| Penna. R. R., Sunbury Div., Tomhicken | 51,185.02 | 93,809.19 | 1.180 | 42,624.17 | 83.276 |
| Penna. R. R., Nor. Cent. Ry., Mt. Carmel | 20,818.13 | 13,007.07 | .164 | 7,811.06 | 37.527 |
| Penna. R. R., New Boston Branch | 2,971.07 | 43,216.05 | .544 | 40,244.18 | 1,354.432 |
| Penna. R. R., Bel. Div., Phillipsburg | 1,205,648.13 | 1,285,380.16 | 16.167 | 79,732.03 | 6.613 |
| Penna. R. R., U. R. R. of N. J. Div., Metuchen | 264,488.04 | 303,373.03 | 3.816 | 38,884.19 | 14.702 |
| Cent. R. R. of N. J., L. & S. Div., Packer'n | 3,131.00 | 2,005.19 | .025 | 1,125.01 | 35.933 |
| Cent. R. R. of N. J., Main Line, Phillipsb'g | 3,531.02 | 9,109.13 | .115 | 5,578.11 | 157.983 |
| P. & R. R. R., Schuylkill & Lehigh Br. | 44.00 | 85.13 | .001 | 41.13 | 94.659 |
| P. & R. R. R., East Penn Branch | 175.09 | 28,749.11 | .362 | 28,574.02 | 16,286.178 |
| P. & R. R. R., Perkiomen Branch | 28,253.15 | 3,071.13 | .046 | 24,582.02 | 87.005 |
| P. & R. R. R., North Penn Branch | 178,888.11 | 351,128.03 | 4.417 | 172,239.12 | 96.283 |
| Ironton R. R., Coplay | 4,497.11 | 6,706.04 | .081 | 2,209.13 | 52.153 |
| Catasauqua & Fogelsville R. R. | 5,452.15 | 7,480.12 | .091 | 2,027.17 | 37.198 |
| Lehigh Canal, Coalport | 25,770.18 | 41,988.19 | .528 | 16,218.01 | 62.932 |
| C. R. R. of N. J., L. & S. Div., Trackage | 89.16 | 89.16 | .001 | 0.00 | 100. |
| Penna. R. R., Trackage from Tomhicken | 182,869.14 | 2,300 | 2.300 | 182,869.14 | 100. |
| N. J. Div., Roselle & S. Plainfield R. R. | 28.12 | 28.12 | 0.001 | 0.00 | 100. |
| Total | 6,824,320.12 | 7,950,447.01 | 100. | 1,126,126.09 | 16.502 |
| Total Canal | 25,770.18 | 41,988.19 | .528 | 16,218.01 | 62.932 |
| Total Rail | 6,798,549.14 | 7,908,458.02 | 99.472 | 1,109,908.08 | 16.326 |
| Grand Total | 6,824,320.12 | 7,950,447.01 | 100. | 1,126,126.09 | 16.502 |

TONS OF ANTHRACITE COAL CARRIED ONE MILE.

| REGION. | 1887. | 1888. | INCREASE AND Decrease. | PER- CENTAGE OF INC. AND Dec. |
|--------------------------|----------------|----------------|---------------------------|--|
| Wyoming | 67,465,142.19 | 69,034,218.02 | 1,569,075.03 | 2.326 |
| Hazleton | 44,953,866.00 | 57,063,548.09 | 12,109,682.09 | 26.937 |
| Beaver Meadow | 17,084,801.14 | 16,625,955.12 | 458,846.02 | 2.686 |
| Mahanoy | 64,489,364.08 | 72,273,580.04 | 7,784,215.16 | 12.071 |
| East Penn Junction . . . | *14,843.06 | *2,438.00 | 12,405.06 | . . . |
| Total above Mauch Chunk | 193,993,175.01 | 214,997,302.07 | 21,004,127.06 | 10.827 |
| “ below “ “ | 319,895.996.01 | 364,537,643.10 | 44,641,647.09 | 13.955 |
| Grand total . . . | 513,889,171.02 | 579,534,945.17 | 65,645,774.15 | 12.774 |

*Tons “One mile” for “East Penn Junction” region is included in “Total below Mauch Chunk.”

The strike of the coal miners in the Hazleton and Beaver Meadow and most of the Mahanoy region, which commenced on September 12th, 1887, continued until the end of February, 1888, and it was not until about March 12th, 1888, that mining was fully resumed.

The total amount of miscellaneous freight transported over the Main Line and branches during the year was 3,202,208 $\frac{8.5}{100}$ tons, a decrease from the previous year of 342,430 $\frac{4.9}{100}$ tons, or 9.66 per cent.

Tons of miscellaneous freight carried one mile 209,950,275 $\frac{21}{100}$, a decrease from the previous year of 43,614,646 $\frac{3.5}{100}$ tons, or 17.20 per cent.

The total number of passengers transported during the year was 3,627,967 $\frac{1}{2}$, an increase over the previous year of 511,752, or 16.42 per cent.

Passengers transported one mile 47,311,629, an increase over the previous year of 2,799,365, or 6.29 per cent.

EQUIPMENT.

Our locomotive equipment has been increased during the year by 22 engines, 12 of which were built at our own shops, as follows :—

| | |
|---------------------------|---|
| At South Easton | 2 |
| At Weatherly | 3 |
| At Hazleton | 5 |
| At Delano | 2 |

We have built at our shops 140 mine cars for Lehigh Valley Coal Company.

There were cast at our Hazleton foundry a total of 18,953 car wheels of all sizes and 15 locomotive tires.

Our equipment is now as follows:—

| CLASSIFICATION. | ON LAST REPORT. | INCREASE. | DECREASE. | Nov. 30th, 1888. |
|--|-----------------|-----------|-----------|------------------|
| Engines of all classes | 339 | 22 | | 361 |
| Passenger cars | 116 | 14 | | 130 |
| Chair cars | 10 | 1 | | 11 |
| Parlor cars | 2 | | | 2 |
| Pay car | 1 | | | 1 |
| Baggage, express, and combination cars | 65 | 7 | | 72 |
| Fruit cars | 10 | 2 | | 12 |
| Dump cars | 279 | | | 279 |
| Gravel train flat cars | 58 | 43 | | 101 |
| Dirt cars | 60 | | | 60 |
| Wreck and tool cars | 46 | 7 | | 53 |
| Eight-wheeled caboose cars | 36 | | | 36 |
| Four-wheeled caboose cars | 75 | 7 | | 82 |
| Eight-wheeled tunnel cars | 2 | | | 2 |
| Four-wheeled tunnel cars | 150 | | 67 | 83 |
| Four-wheeled platform cars | 11 | 2 | | 13 |
| Supply cars | 23 | 1 | | 24 |
| Eight-wheeled water cars | 4 | 1 | | 5 |
| Gravel train caboose cars | 9 | 12 | | 21 |
| Four-wheeled lime cars | 67 | | | 67 |
| Eight-wheeled bark cars | 50 | | | 50 |
| “ stock cars | 57 | | | 57 |
| “ platform cars | 432 | | | 432 |
| “ gondola cars | 1,845 | 1 | | 1,846 |
| Six-wheeled platform cars | 92 | | 8 | 84 |
| Eight-wheeled house cars | 4,260 | 2,114 | 192 | 6,182 |
| “ coal cars | 4,536 | 224 | 30 | 4,730 |
| Four-wheeled coal cars | 26,920 | 260 | 468 | 26,712 |

TRACK.

| MILES OF STEEL TRACK. | ON LAST REPORT. | LAID AND RE-LAID THIS YEAR | TOTAL NOW IN USE. |
|--|-----------------|----------------------------|-------------------|
| On New Jersey Division | 147.14 | 33.56 | 180.70 |
| On Lehigh Division | 156.03 | 9.94 | 165.97 |
| On Wyoming Division | 94.47 | 28.24 | 122.71 |
| On Beaver Meadow Division | 58.87 | 1.53 | 60.40 |
| On Hazleton Division | 70.07 | 6.90 | 76.97 |
| On Mahanoy Division | 95.77 | 4.93 | 101.70 |
| On Pottsville Branch | 37.15 | 4.86 | 42.01 |
| Totals | 660.50 | 89.96 | 750.46 |
| On P. & N. Y. R. R., Wilkesbarre to L. & B. Junction | 35.14 | 3.14 | 38.28 |

There are now in use on all Divisions:—

181.03 miles of single track.

200.49 miles of double track, equivalent to

400.98 miles of single track ; in addition to which there are

12.70 miles of second track laid, but used as sidings, and

339.27 miles of sidings.

Total . . 933.98 miles, an increase from the previous year of 83.11 miles.

The Roselle and South Plainfield Railroad, 10.06 miles in length, from Central Junction, near Roselle, on the Central Railroad of New Jersey to South Plainfield, on the Easton and Amboy Railroad, has been constructed with double track, and is now in use for transportation to Jersey City Terminal.

The work on Jersey City Terminal, in the construction of facilities for traffic at that point, has been prosecuted vigorously during the year.

Barber's Branch, at Allentown, has been connected with the Jordan Branch, and the Jordan Branch has been extended.

This connection and the Jordan Branch are called the Jordan Loop, which is projected to a connection with our main line at a point between Allentown Furnace and Fullerton. The grading of this extension is in progress.

The Welchtown Branch, 1.78 miles in length, diverging from the Slatedale Branch, has been constructed during the year and is in use.

The new line from Fairview to Pleasant Valley, in progress at last report, has been completed, and was put in use for transportation of coal and freight on November 21st, 1888.

A connection has also been made from this line at Heidelberg by the Erie and Wyoming Valley Railroad to Port Blanchard.

On Mahanoy Division the Mahanoy Branch has been extended 2.6 miles to a connection with the main line at Barry's Junction, forming a loop.

New Boston Branch has been extended 2.3 miles to Morea Colliery. Freeland Branch has been extended from Freeland to Highland, connecting at that point with the main line of Highland Branch, and forming a loop line through Freeland.

The repairs of Coal Pier "C," at Perth Amboy, have been completed, and shipments on it were resumed on July 18th, 1888.

BUILDINGS.

The oil-mixing house at Perth Amboy, in progress at last report, has been completed.

Two new dwelling-houses have been built at Stanton, one for the agent and one for the section foreman.

At Freemansburg a new passenger and freight station has been built to take the place of the old one.

At Bethlehem a laboratory for the testing department and a car house have been built.

The freight station at Allentown has been lengthened 43 feet.

An addition to the freight house at Catasauqua is in progress.

An addition of 54 feet has been made to the passenger station at Shenandoah, and a new passenger station is in progress at Mahanoy City.

A new office building of brick has been built at Delano.

Suitable station buildings have been erected at all necessary points on Pottsville Branch.

The freight station at Hazleton has been extended 60 feet.

A new passenger station and a new freight station at Freeland are in progress.

The new stations in progress at Jeddo and Drifton have been completed and are in use.

A new station at Weatherly, of brick, for passengers and freight, is in progress.

At Wilkesbarre shop a building 25 x 50 feet has been erected and is in use as an oil house and storehouse. An addition has been built to the machine shop, 25 x 50 feet, for a tool room and pattern shop. Also a building 60 x 110 feet for a carpenter shop—all of brick.

An additional engine-house at Wilkesbarre shop has been commenced, and is in progress.

A frame building 20 x 118 feet for a coaling station for locomotives has been built with a trestle-work for approach to the same.

The condition of the Relief Fund is as follows :—

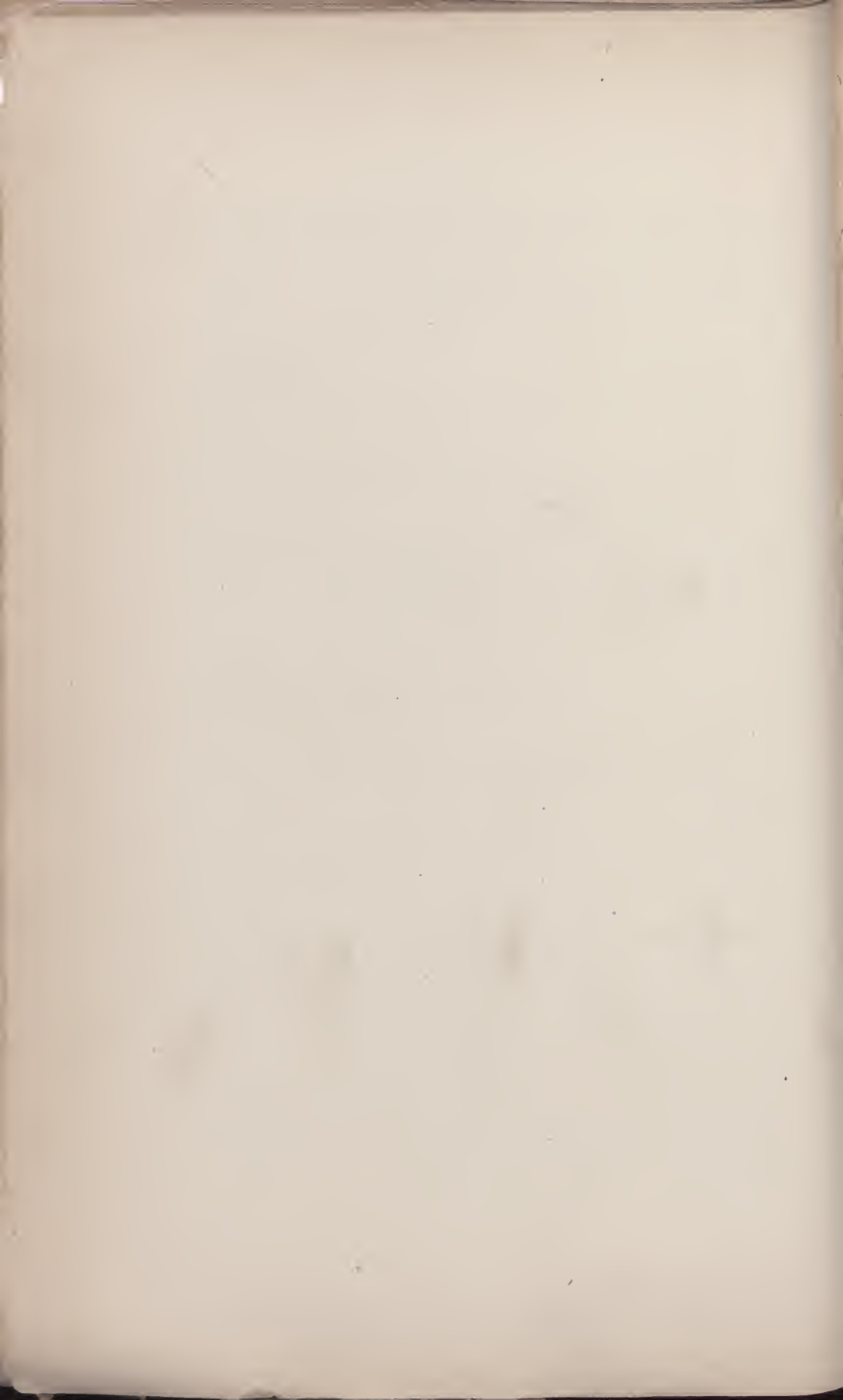
| | |
|---|--------------------|
| Balance on hand November 30th, 1887 | \$2,566 19 |
| Contributed by employés during the year | 12,227 32 |
| Contributed by our companies | 12,227 32 |
| Total | <u>\$27,020 83</u> |
| Disbursements during the year | 18,243 92 |
| Balance on hand November 30th, 1888 | <u>\$8,776 91</u> |

Two calls were made during the year, and the number of contributors to the last call was 3800.

The thanks of the Company are due to the Division Superintendents, the heads of the various departments, and to the employés of the Company generally, for their zeal and faithfulness in the discharge of the duties devolving upon them.

Respectfully submitted,

H. STANLEY GOODWIN,
General Superintendent.



REPORT

OF THE

Pennsylvania and New York

CANAL AND RAILROAD COMPANY.

OFFICERS AND DIRECTORS
OF THE
Pennsylvania and New York
CANAL AND RAILROAD COMPANY.

PRESIDENT,
ELISHA P. WILBUR.

VICE-PRESIDENT,
CHARLES HARTSHORNE.

SECOND VICE-PRESIDENT,
ROBERT H. SAYRE.

THIRD VICE-PRESIDENT,
JOHN B. GARRETT.

TREASURER,
WM. C. ALDERSON.

SECRETARY,
JOHN R. FANSIIAWE.

DIRECTORS:

CHARLES HARTSHORNE,
ROBERT H. SAYRE,
VICTOR E. PIOLLET,
WILLIAM H. SAYRE,
ROBERT LOCKHART,
JAMES I. BLAKSLEE,

HOWARD ELMER,
WILLIAM STEVENSON,
JOHN B. GARRETT,
ROBERT A. LAMBERTON,
WILLIAM BROCKIE,
ALBERT LEWIS.

ANNUAL REPORT
OF
Pennsylvania and New York
CANAL AND RAILROAD COMPANY.

PHILADELPHIA, January 14th, 1889.

The coal tonnage for the past year was :—

| | |
|----------------------|-----------------|
| Anthracite | 2,082,290 tons. |
| Bituminous | 146,866 " |
| Total | 2,229,156 tons. |

As compared with the previous year the above shows an increase of 155,725 tons of anthracite coal, and a decrease of 22,846 tons of bituminous coal.

The earnings and expenses for the fiscal year were as follows :—

| | |
|--|----------------|
| FROM | |
| Transportation of coal | \$1,641,997 21 |
| “ freight | 914,779 41 |
| “ passengers | 284,901 33 |
| “ express and mail | 27,819 97 |
| Miscellaneous | 83,049 70 |
| | <hr/> |
| | \$2,952,547 62 |
| Less operating expenses, including rentals | 2,108,020 99 |
| | <hr/> |
| Leaving as net receipts | \$844,526 63 |

At the close of the year the capital account stood as follows:—

| | |
|--|--------------------|
| Common Stock | \$1,061,700 |
| Preferred Stock | 4,000,000 |
| First Mortgage 7 per cent. Bonds | 3,000,000 |
| North Branch Canal Company Bonds | 2,000 |
| | <hr/> |
| | <u>\$8,063,700</u> |

The first mortgage seven per cent. bonds of this Company amount as above to \$3,000,000, and mature one-half in 1896 and one-half in 1906. The preferred stock, amounting to \$4,000,000, is entitled to cumulative dividends of ten per cent. per annum. After the payment of a dividend of seven per cent. out of the earnings of the past year there remain forty-five per cent. additional as arrearages of dividends to December 31st last. It has been considered judicious to create a new mortgage for \$10,000,000, bearing interest at five per cent. per annum and for a period of fifty years from April 1st, 1889, by which the bonds may be properly provided for at maturity, and the preferred stock, with its arrearages, retired.

In order to lessen the expenses arising from the duplication of accounts it has been considered advisable to lease our property to the Lehigh Valley Railroad Company, so that both roads may, under one general management, be more economically worked. A lease for ninety-nine years has therefore been executed to that Company, and the management of the road on December 1st last passed into their hands.

All of our locomotives and the remaining equipment have been sold to that Company at fair valuations.

The Loyalsock Railroad has been extended during the year about four miles, and its completion to a connection with the Wilkesbarre and Harvey's Lake Railroad is contemplated within the coming year.

The business of the Southern Central Railroad has been more satisfactory than heretofore, the revenues from transportation having exceeded the operating expenses.

Further improvements have been continued at Buffalo, both on the lands and railroad at that place, to meet the increasing

business and the growing needs of the Lehigh Valley Transportation Company.

It was our misfortune during the year to lose by death Mr. Frederic Mercur, a member of this Board since January 9th, 1882. His ability as an engineer and his intimate knowledge of this and associated companies made him invaluable as a counselor and his loss is severely felt.

Mr. Albert Lewis was elected a Director of the Company to fill the vacancy thus created.

No further change, either in the Board or general officers, has occurred during the year.

For further information attention is called to the report of the General Superintendent, herewith attached.

By order of the Board,

E. P. WILBUR,
President.

OFFICE OF THE GENERAL SUPERINTENDENT,
PENNSYLVANIA AND NEW YORK CANAL & RAILROAD CO.,
SAYRE, PA., November 30th, 1888. }

E. P. Wilbur, Esq., President,

SIR:—The following report of the operations of the Pennsylvania and New York Canal and Railroad Company for the year ending November 30th, 1888, is respectfully submitted.

COAL TONNAGE.

The total amount of anthracite and bituminous coal transported during the year was $2,229,156\frac{0.9}{100}$ tons, an increase of $132,879\frac{0.9}{100}$ tons, or $6\frac{3.4}{100}$ per cent. compared with the previous year.

The following tables give the details of production and distribution compared with the previous year.

TOTAL COAL TONNAGE COMPARED WITH THE PREVIOUS YEAR.

| | 1887. | 1888. | INC. or Decrease. |
|----------------------|--------------|--------------|-------------------|
| | TONS. | TONS. | TONS. |
| Anthracite | 1,926,564.17 | 2,082,290.06 | 155,725.09 |
| Bituminous | 169,712.03 | 146,866.03 | 22,846.00 |
| Total | 2,096,277.00 | 2,229,156.09 | 132,879.09 |

Percentage of increase in total coal tonnage, $6\frac{34}{100}$.

The anthracite tonnage was derived from the following sources:—

| REGION. | 1887. | 1888. | INC. or Decrease. |
|-----------------------------------|--------------|--------------|-------------------|
| | TONS. | TONS. | TONS. |
| Wyoming | 1,767,239.14 | 1,819,369.12 | 52,129.18 |
| Hazleton | 40,790.18 | 77,085.08 | 36,294.10 |
| Beaver Meadow | 10,075.05 | 27,134.10 | 17,059.05 |
| Mahanoy | 21,195.11 | 65,144.14 | 43,949.03 |
| State Line and Sullivan | 87,263.09 | 93,556.02 | 6,292.13 |
| Total | 1,926,564.17 | 2,082,290.06 | 155,725.09 |

Percentage of increase in anthracite tonnage, $8\frac{08}{100}$.

And was distributed as shown by statement below:—

| | 1887. | 1888. | INC. or Decrease. |
|---------------------------------------|--------------|--------------|-------------------|
| | TONS. | TONS. | TONS. |
| On Line of Road | 56,642.07 | 59,619.18 | 2,977.11 |
| To Lehigh Valley R. R. | 149,080.03 | 178,397.14 | 29,317.11 |
| To Montrose R. R. | 5,269.01 | 5,330.00 | 60.19 |
| To Southern Central R. R. | 249,354.05 | 257,729.01 | 8,374.16 |
| To Geneva, Ith. & Sayre R. R. | 495,010.06 | 550,213.04 | 55,202.18 |
| To N. Y., L. E. & W. R. R. | 861,946.08 | 949,727.09 | 87,781.01 |
| To " Watkins Direct | 24,733.17 | 13,708.05 | 11,025.12 |
| P. & N. Y. R. R. "Supply" | 84,528.10 | 67,564.15 | 16,963.15 |
| Total | 1,926,564.17 | 2,082,290.06 | 155,725.09 |

The source of supply of bituminous tonnage was as follows :—

| | 1887. | 1888. | INC. or <i>Decrease.</i> |
|-------------------------------|------------|------------|--------------------------|
| | TONS. | TONS. | TONS. |
| Towanda Coal Company . . . | 98,441.15 | 94,865.19 | 3,575.16 |
| Long Valley Coal Company . . | 55,224.01 | 36,849.11 | 18,374.10 |
| N. Y., L. E. & W. R. R. Co. . | 15,012.16 | 14,324.01 | 688.15 |
| Northern Central Ry. | 1,033.11 | 534.01 | 499.10 |
| Lehigh Valley R. R. | | 292.11 | 292.11 |
| Total | 169,712.03 | 146,866.03 | 22,846.00 |

Percentage of decrease in bituminous tonnage, $13\frac{46}{100}$.

DISTRIBUTION OF BITUMINOUS COAL.

| | 1887. | 1888. | INC. or <i>Decrease.</i> |
|--------------------------------|------------|------------|--------------------------|
| | TONS. | TONS. | TONS. |
| On Line of Road | 5,514.05 | 6,586.19 | 1,072.14 |
| To Southern Central R. R. . . | 13,984.03 | 4,744.06 | 9,239.17 |
| To G. I. & S. R. R. | 16,422.13 | 15,114.05 | 1,308.08 |
| To N. Y., L. E. & W. R. R. . . | 98,441.03 | 94,826.08 | 3,614.15 |
| To L. V. R. R. | 15,349.09 | 13,341.08 | 2,008.01 |
| To P. & N. Y. R. R. "Supply" | 20,000.10 | 12,252.17 | 7,747.13 |
| Total | 169,712.03 | 146,866.03 | 22,846.00 |

ANTHRACITE AND BITUMINOUS COAL.

Number of tons carried one mile :—

| | 1887. | 1888. | INC. or <i>Decrease.</i> |
|---------------------------------|----------------|----------------|--------------------------|
| | TONS. | TONS. | TONS. |
| Anthracite, on line of road . . | 160,269,717.80 | 175,828,885.40 | 15,559,167.60 |
| " on N. Y., L. E. & W. R. R. | 52,012,404.00 | 56,006,340.35 | 3,993,936.35 |
| Bituminous | 3,840,815.65 | 3,926,678.60 | 85,862.95 |
| Total | 216,122,937.45 | 235,761,904.35 | 19,638,966.90 |

Of the above amount we have hauled with our own power from Waverly to Suspension Bridge and intermediate points $725,076\frac{11}{100}$ tons, an increase of $56,129\frac{04}{100}$ tons over the previous year.

We have transported in box cars during the year $349,342\frac{10}{100}$ tons of anthracite coal, an increase of $93,064\frac{09}{100}$ tons, or $36\frac{31}{100}$ per cent. compared with the previous year.

The amount so transported was $16\frac{78}{100}$ per cent. of our anthracite tonnage.

FREIGHT.

The total amount of freight, exclusive of coal, transported over the road during the year, including Southern Central Division, was $1,594,883\frac{17}{100}$ tons as compared with $1,688,984\frac{53}{100}$ tons the previous year, a decrease of $5\frac{90}{100}$ per cent.

The number of tons of freight carried one mile was $153,837\frac{45}{100}$ compared with $173,373\frac{74}{100}$ tons for the previous year. The average rate per ton on all freight transported during the year was $66\frac{79}{100}$ cents. The average rate per ton per mile was $\frac{69}{100}$ of one cent, an increase of $\frac{08}{100}$ of one cent over the previous year.

The total tonnage of our road, including anthracite and bituminous coal and general freight, was $3,824,039\frac{62}{100}$ tons, an increase of $38,778\frac{09}{100}$ tons over the previous year.

PASSENGER.

The total number of passengers transported on the road during the year was 595,760, or equivalent to 11,731,847 carried one mile, an increase over last year of $33\frac{94}{100}$ per cent. in number of passengers and an increase of $9\frac{16}{100}$ per cent. in passengers carried one mile. Of the above number of passengers carried on the road 71,805 were through passengers.

The gross receipts for passengers carried show an increase of $14\frac{74}{100}$ per cent. as compared with the previous year.

The average rate per passenger per mile was $2\frac{38}{100}$ cents as compared with $2\frac{41}{100}$ cents for 1887.

TELEGRAPH.

Our telegraph line is in good condition. The cable through Vosburg Tunnel, which was imperfect when laid, has been replaced by a new one without expense to our Company except the labor of relaying.

EQUIPMENT.

Five new eight-wheel connected freight engines were delivered to us in February last from the Baldwin Locomotive Works, and have been in active service since.

Also 5 eight-wheel connected dust-burners, built for the Lehigh Valley Railroad Company, were transferred to this Company during the summer, and we have under contract two heavy switching engines, to be delivered during the month of February next.

Engine No. 254, formerly purchased of Fall Creek Coal Company, has been thrown out of service. We have built at our Sayre shops 1 eight-wheel caboose car, 1 wreck and tool car, 6 four-wheel cabooses, 3 four-wheel shop trucks, and changed 1 combination car, that was purchased from the State Line and Sullivan Railroad Company, to an eight-wheel caboose car, leaving our equipment as follows :—

| | ON LAST REPORT. | INCREASE. | DECREASE. | TOTAL NOW. |
|------------------------------------|--------------------|-----------|-----------|---------------|
| Locomotives | 100 | 10 | 1 | 109 |
| Combination cars | 2 | | 1 | 1 |
| Eight-wheel caboose cars | 10 | 2 | | 12 |
| Four-wheel caboose cars | 41 | 6 | | 47 |
| Wreck and tool cars | 8 | 1 | | 9 |
| Gravel cars | 88 | | | 88 |
| Service cars | 63 | | | 63 |
| Four-wheel shop cars | 10 | 3 | | 13 |

Engines and cars have all been kept in good repair.

Our bridges are all in good condition, and are likely to require no repairs except gradual renewal of ties and repainting.

The engine-house at Coxton, with a capacity of thirty-three stalls, will be ready for occupation during the month of January.

We have also built at Sayre a new blacksmith shop, in connection with the car department, 50 by 200 feet, and supplied it with a portion of the machinery needed, which will very much relieve our locomotive shops.

We have extended the Loyalsock Road, since our last report, $2\frac{35}{100}$ miles to the old Lee Road, the nearest point to the Long Pond Hotel, which is becoming celebrated as a summer resort.

Some new sidings have been laid at Coxton and Sayre, making main tracks and sidings as follows:—

| | MILES. |
|--|--------|
| Main line Wilkesbarre to New York State Line | 104.30 |
| Second track in use as such Wilkesbarre to New York State Line . . . | 99.84 |
| Sidings | 69.50 |
| Waverly and State Line Railroad and sidings | 3.21 |
| Branch and sidings connecting with G. I. & S. R. R. | 4.50 |
| “ “ “ “ S. C. R. R. | 4.81 |
| “ “ “ “ Barclay R. R. | 3.25 |
| “ “ “ “ N. Y. Lack. & W. R. R. | .27 |
| Sidings at Waverly | .39 |
| “ Elmira | .69 |
| “ Hornellsville | 2.05 |
| “ Sayre Shops and Round House | 6.81 |
| Pleasant Valley Branch and sidings | 8.87 |
| West Pittston “ “ | 13.45 |
| Kingston Extension | .87 |
| Branches to coal breakers south of L. & B. Junction | 9.38 |
| Wilkesbarre and Harvey's Lake R. R. and sidings | 14.22 |
| State Line and Sullivan Branch and sidings (leased) | 28.12 |
| Loyalsock R. R. and sidings | 10.36 |
| Total | 384.89 |

We have used during the year the following material in repairs and construction of tracks, viz.: 21,929 steel rails, 225 frogs, 1646 kegs of spikes, 184,355 cross-ties, and 44,636 lineal feet of switch-ties.

We have added to the sidings and trestle tracks on the Tift Farm and Lehigh Valley Railway at Buffalo $5\frac{1}{2}$ miles of tracks during the year, and furnished with our steam shovel about 75,000 cubic yards of material in filling trestles through the city.

The dredging in No. 2 canal was completed during the summer.

We erected during the winter an additional shipping trestle, with pocket capacity for about 5000 tons, and have used it very successfully during the summer. We have also erected machinery for handling iron ore from vessel to cars and to stock piles.

Work has been continued upon the Southern Central Division the past year. The main track is now all laid with steel rail. The wooden truss bridges have all been replaced with iron, and a large portion of the wooden trestles have been filled. The tracks have been in a great measure ballasted with gravel, and the road is in good working condition. The Ithaca, Auburn and Western Branch was taken off our hands on the thirty-first day of July, 1888.

Respectfully,

WM. STEVENSON,
General Superintendent.



REPORT

OF THE

Lehigh Valley Coal Company.

OFFICERS

OF THE

Lehigh Valley Coal Company.

PRESIDENT,

ELISHA P. WILBUR.

VICE-PRESIDENT,

CHARLES HARTSHORNE.

TREASURER,

ISRAEL W. MORRIS.

SECRETARY,

JOHN R. FANSHAW.

GENERAL SUPERINTENDENT,

W. A. LATHROP.

GENERAL COAL AGENT,

WILLIAM H. SAYRE.

OFFICE OF LEHIGH VALLEY COAL COMPANY,
WILKESBARRE, January 8th, 1889.

E. P. Wilbur, Esq., President Lehigh Valley Coal Company.

DEAR SIR :—Herewith I hand you a condensed statement of the tonnage of this Company for the year ending November 30th, 1888, compared with the two previous years :—

| | 1888. Tons. | 1887. Tons. | 1886. Tons. |
|---|----------------|----------------|----------------|
| Collieries owned and operated by the Company | 1,649,316 | 1,402,805 | 1,567,721 |
| Amount of coal shipped by tenants of the Company, and from lands controlled by it | 2,057,369 | 1,893,546 | 1,780,989 |
| Total shipments from property owned or controlled by this Company | 3,706,685 | 3,296,351 | 3,348,710 |

You will note that there has been a marked increase in tonnage both from the collieries operated by the Company and those operated by tenants of collieries located upon lands owned or controlled by the Company, which is very gratifying.

The strike mentioned in last report as having begun September 10th, 1887, continued until March 12th, 1888, in the Lehigh and Schuylkill regions, and thus affected three months' shipments from these regions, otherwise the increase in tonnage would undoubtedly have been much greater.

The product of the Snow Shoe property was as follows :—

| Snow Shoe. | 1888. | 1887. | 1886. |
|-------------------------|-----------------|---------------------------|---------------------------|
| Coal | 120,736 tons. | 108,935 tons. | 60,911 tons. |
| Coke | 28,472 tons. | 54,530 tons. | 29,099 tons. |
| Timber | 2,250,657 feet. | 4,688,318 feet. | 6,558,006 feet. |
| Bark | | | 131 $\frac{7}{10}$ tons. |
| Railroad Ties | 2,500 | 814 | |
| Wood | | 211 $\frac{5}{10}$ cords. | 141 $\frac{5}{10}$ cords. |

Respectfully,

W. A. LATHROP,
General Superintendent.

